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I, JANENE PEISKER, TEAM LEADER EXAMINATION SUPPORT AND SALES hereby certify that annexed is a true copy of the Provisional specification in connection with Application No. 2002952289 for a patent by JOHN ARTHUR STANYER as filed on 28 October 2002.

WITNESS my hand this
Seventh day of November 2003

J.K.+C.

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TEAM LEADER EXAMINATION
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P/00/009
Regulation 3.2

AUSTRALIA

Patents Act 1990

PROVISIONAL SPECIFICATION

Invention Title: **Anti theft locking device**

The invention is described in the following statement:

ANTI THEFT LOCKING DEVICE

This invention relates to a locking device, and more particularly to an improved locking device for vehicles.

Over the years, one of the most persistent problems encountered in owning a vehicle, such as a motor vehicle, has been the vulnerability of the vehicle to theft.

Numerous solutions to this problem have been proposed in the form of various anti-theft devices. Such anti-theft devices include vehicle immobiliser which, when in operation prevent ignition of the engine of the vehicle, vehicle alarms, which when triggered sound an alarm to alert persons in the vicinity that the vehicle has been broken into and, anti-theft locking devices which prevent turning of the steering wheel of the vehicle.

Many of the known anti-theft devices have proven to be ineffective in stopping thieves from steeling vehicles. Technology today allows thieves to bypass vehicle alarms and immobilisers and, known vehicle steering locks are able to be broken or sawed through and removed by the thief to allow uninterrupted movement of the steering wheel to allow theft of the vehicle.

Accordingly, it is desirable to provide an improved locking device which alleviates or overcomes one or more disadvantages of known vehicle anti theft devices.

According to one aspect of the present invention there is provided a locking device comprising:

a pedal attachment member having a first end adapted to be attached to a pedal of a vehicle;

a flexible chain or cable means attached to a second end of the pedal attachment member;

a locking means;

wherein in operation of the locking device, the pedal attachment means is attached to a pedal of the vehicle and the flexible chain or cable means is wrapped tightly around the steering wheel of the vehicle and the chain or cable means is secured to itself by the locking means.

The first end of the pedal attachment member is preferably formed in the shape of a hook which is adapted to hook onto one of the pedals, e.g. the clutch or brake pedal of a vehicle. The pedal attachment member preferably comprises a rod of high strength metal, although other high strength materials may be used.

In a preferred embodiment, the pedal attachment member, the chain or cable means and the locking means are constructed of a high tensile material to resist cutting by bolt-cutters, a hacksaw or the like.

The flexible chain or cable means is preferably a metal chain, which can be formed into a loop with the locking means securing two links of the chain together.

Preferably, the locking means is a padlock. Still preferably, the locking device is an "anti pick" lock.

A preferred embodiment of the present invention will now be described, by way of example only, with reference to the accompanying drawings in which:

Figure 1 is a side view of a locking device in accordance with the invention;

Figure 2 is a front view of the locking device of figure one; and

Figure 3 is a perspective view of the locking device in use in a vehicle.

The locking device 1 shown in Figure 1 comprises a pedal attachment member in the form of a metal rod 2 having a first end 4 adapted to form a hook 3, a chain attachment means 5 in the form of a ring at its second end 6, and a chain 7.

As shown in Figure 1, a link at one end of the chain 7 is attached to the attachment means 5 of the second end 6 of the rod 2.

As shown in Figure 2, the chain 7 may be formed into a loop 9 and secured to itself by locking means 8. The locking means 8 preferably comprises a high tensile padlock with the U-shaped locking member extending through links of the chain 7.

Figure 3 shows the locking device 1 in use in a vehicle. The hook 3 is secured to a pedal 10 of the vehicle and the chain 7 is pulled tightly around steering wheel 11 and secured to itself by the locking means 8. When attached in this manner, the pedal and the steering wheel are inoperable.

One of the disadvantages of current steering wheel locking devices is that thieves can bolt cut or saw through the locking device and remove the locking device. In order to avoid this, the chain 7, the rod 2 and the locking means 8 may be formed of a high tensile material, such as high tensile steel.

It will be understood that the invention disclosed and defined in this specification extends to all alternative combinations of two or more of the individual features mentioned or evident from the text or drawings. All of these different combinations constitute various alternative aspects of the invention.

It will also be understood that the term "comprises" (or its grammatical variants) as used in this specification is equivalent to the term "includes" and should not be taken as excluding the presence of other elements or features.

John Stanyer
By his Registered Patent Attorneys
Freehills Carter Smith Beadle 28 October 2002

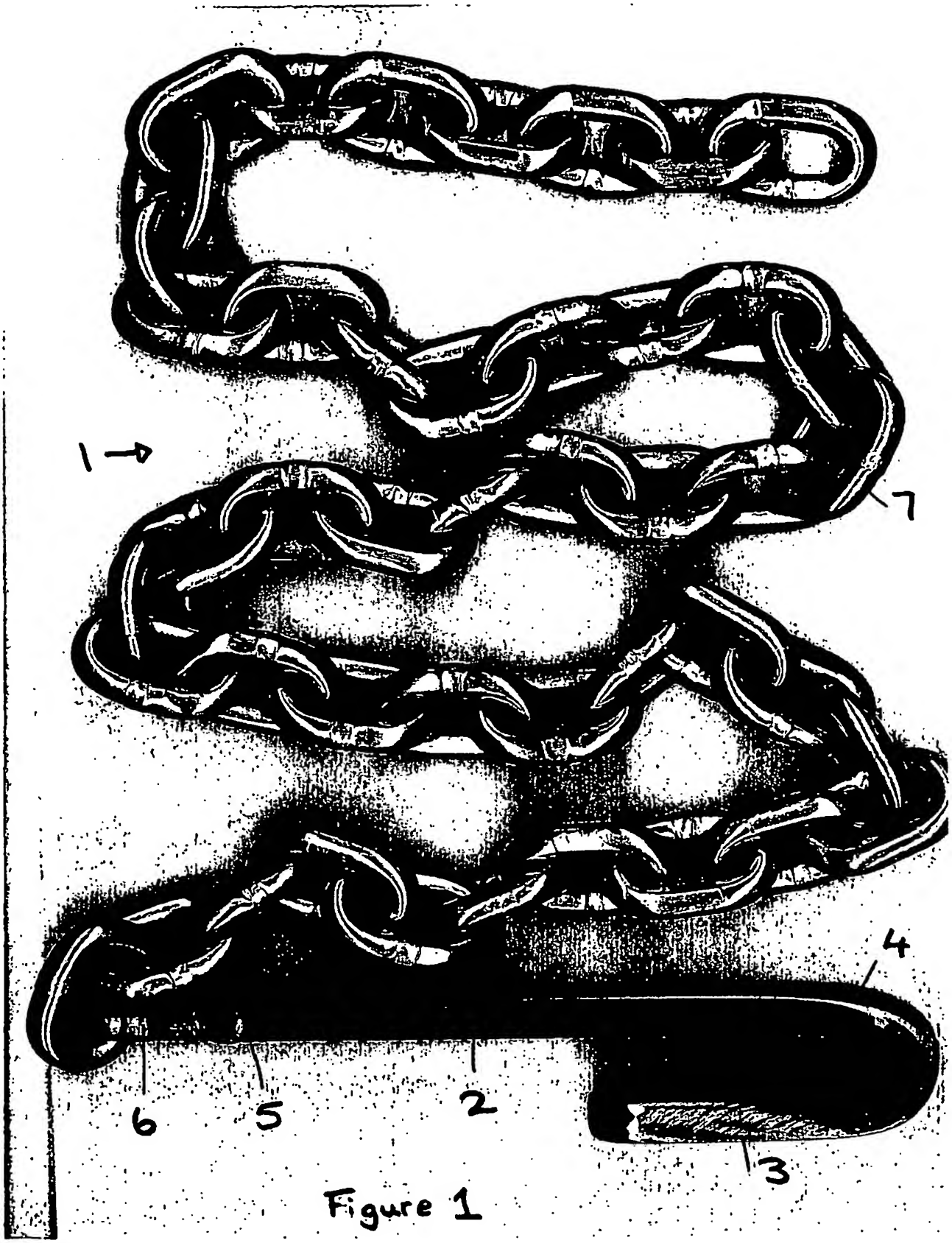

Figure 1

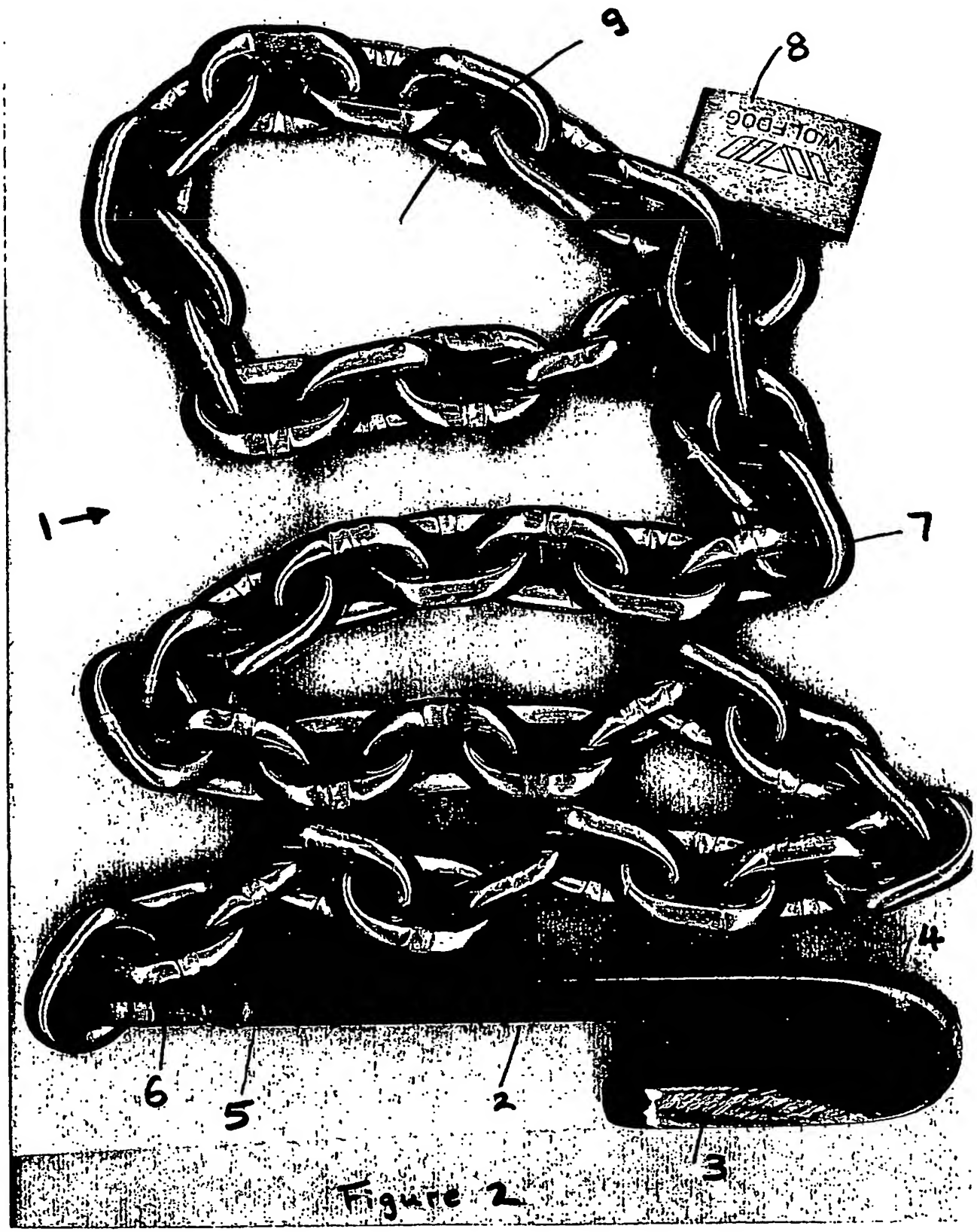

Figure 2

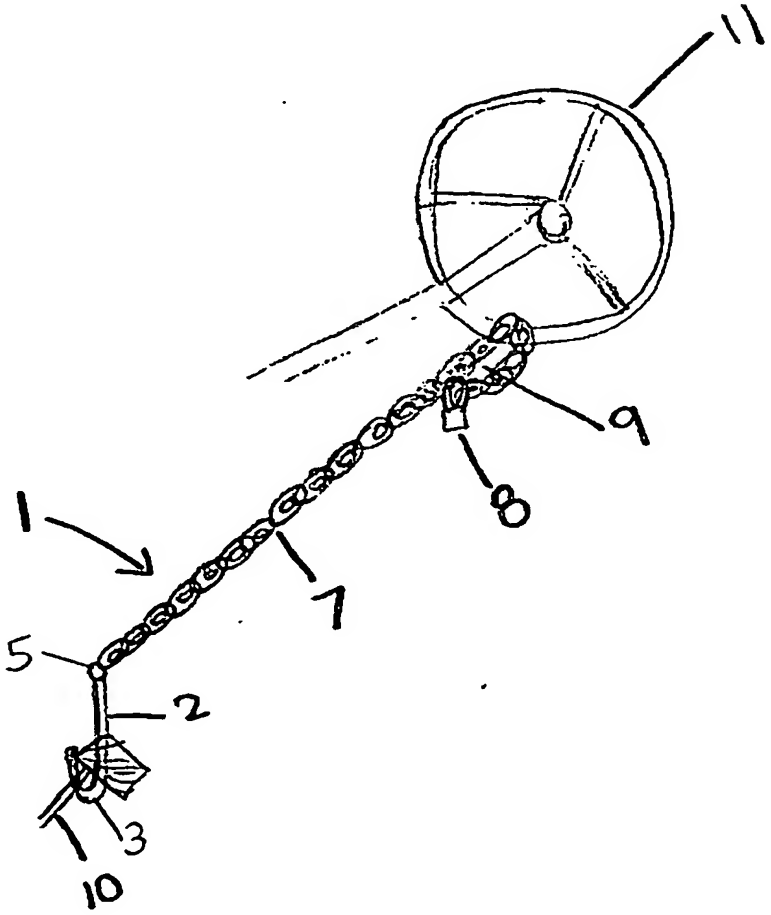

Figure 3